

Amendments to the Specification

Please amend the following paragraphs:

[0001] Applicants hereby [[claims]] claim foreign priority benefits under U.S.C. § 119 of Japanese Patent Application No. 2002-366213, filed on December 18, 2002, and the content of which is herein incorporated by reference.

[0010] Further, it is preferred that the device comprise a second timer for measuring the elapsed time from the fuel injection restart, when permission of the minimum cut-off control by the control means is continued, and second prohibiting and permitting means for continuing permission of the minimum cut-off control by the control means when the output time of the second timer is less than the prescribed second set time and prohibits the minimum cut-off control of the control means when the output time of the second timer is equal to the second set time or longer.

[0014] FIG. 1 is a system view of the fuel injection quantity control device for [[an]] a diesel engine, which is an embodiment of the present invention;

[0033] In step S2, when the integrated injection cut-off continuation time T1 has become the first set time or longer, the processing flow proceeds to step S7, and a minimum cut-off control is permitted by the first prohibiting-permitting means 8 (see FIG. 3 and FIG. 4). FIG. 3 illustrates the case in which the minimum cut-off control was permitted, with absolutely no injection being made [[till]] until the first set time was reached, while the first timer 7 has been calculating the injection cut-off continuation time T1. FIG. 4 illustrates the case in which the minimum cut-off control was permitted, while injection was temporarily made before the first set time was reached, while the first timer 7 has been calculating the injection cut-off continuation time T1 (step S5), the injection cut-off continuation time T1 was reset when this injection was terminated (step S6), and no injection was thereafter made [[till]] until the first set time was reached.

[0035] When the required fuel injection quantity Q is less than the prescribed injection quantity Q_{min} , in step S10, fuel injection is cut off, and the preceding fuel injection cut-off is continued. This pattern is shown in FIG. 3. A broken line 11 represents the required fuel injection quantity Q determined by the injection quantity determination means 5, and a solid line 12 represents the actual injection quantity controlled by the control means 6. The injection cut-off is thus continued because if the fuel in a quantity less than the minute injection quantity Q_{min} is injected, the inside of the cylinders is cooled by the preceding fuel injection cut-off and therefore the entire fuel is not properly combusted and white smoke is generated. Further, the processing flow returns to step S8 via step S11 (step S11 is described below), the processing flow circulates through steps S8 - S11, and fuel injection is ~~[[cut-off till]]~~ cut off until the required fuel injection quantity Q becomes the minute injection quantity Q_{min} or higher.